

JOINT TEXAS DIVISION HOSPITAL DEPARTMENT

SURGEONS

DR. T. L. HANSEN, Chief Surgeon, La Salle St. Station Chicago
 DR. D. M. BUSH
 DR. C. M. ROSSER, Consulting Surgeon
 DR. CURTICE ROSSER, Consulting Surgeon
 DR. J. O. McREYNOLDS, Oculist & Aurist Dallas, Texas
 DR. W. C. DURINGER, General Surgeon & Examiner
 DR. J. H. BROWN, Asst.
 DR. WEBB WALKER, Oculist, Aurist & Examiner
 DR. GATLIN MITCHELL, Asst. Fort Worth
 DR. M. E. HASTINGS, Local Surgeon
 DR. J. B. JENKINS, Local Surgeon Waxahachie
 DR. FRED L. STORY, P. O. Ennis, Texas Bardwell
 DR. W. T. SHELL, SR., Local Surgeon
 DR. W. T. SHELL, JR., Local Surgeon Corsicana
 DR. W. P. HARRISON, Local Surgeon Teague

B-RI RR HOSPITAL DEPARTMENT

SURGEONS

DR. A. PHILO HOWARD, Chief Surgeon
 Houston Clinic Building
 DR. M. B. STOKES, Asst. to Chief Surgeon
 DR. P. R. CRUSE, Chief Medical Consultant
 DR. G. C. FARRISH, Eye, Ear, Nose & Throat Houston
 DR. W. P. HARRISON, Division Surgeon Teague
 DR. ELBERT DUNLAP, Local Surgeon Dallas
 DR. HODGES McKNIGHT, Local Surgeon
 DR. JOHN J. O'REILLY, Local Surgeon
 DR. R. J. WHITE, Local Surgeon Fort Worth
 DR. W. A. CLARK, Local Surgeon
 DR. W. B. THORNING, Local Surgeon
 DR. A. W. L. TACKABERRY, Local Surgeon
 DR. J. THOS. JONES, Local Surgeon
 DR. N. A. KILGORE, Local Surgeon
 DR. ANDERS P. OVERGAARD, Local Surgeon
 DR. HOMER E. PRINCE, Local Surgeon
 DR. F. E. McALISTER Houston
 DR. O. T. CHRISTOFFER, Local Surgeon
 DR. M. M. BROWN, Local Surgeon Mexia
 DR. JOE ROGERS, Local Surgeon Normangee
 DR. J. E. BURNEY, Local Surgeon North Zulch
 DR. G. C. SANDERS, Local Surgeon Richards
 DR. F. A. YOUNG, Local Surgeon, P. O. Montgomery Dobbin
 DR. G. R. McPHAIL, Local Surgeon Tomball

OFFICIAL HOSPITALS:

Name	Place	Telephone
St. Joseph's Hospital	Fort Worth, Tex., 1607 So. Main	4-1204
St. Joseph's Infirmary	Houston, Texas, 1910 Crawford	F-5151

EMERGENCY HOSPITAL:

Gaston Hospital	Dallas, Texas, 3505 Gaston	8-5145
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GENERAL CLAIM AGENTS:

C. E. MEKOTA, CRIP, Chicago, Ill.
 O. W. PORTMAN, BRI, Fort Worth, Texas

CLAIM AGENTS:

D. W. McHUGH, CRIP, Fort Worth, Texas
 R. E. EITEMAN, BRI, Houston, Texas

R. E. JOHNSON,
 Superintendent

H. C. McCULLOUGH
 Sup't Motive Power,
 CRIP Kansas City.

C. L. FRANKLIN,
 General Superintendent,
 CRIP El Reno

G. W. RANEY,
 Gen'l Mgr. CRIP

W. H. HILLIS
 Operating Officer CRIP

Chicago, Rock Island & Pacific Railway

Fort Worth & Denver City Railway

JOINT TEXAS DIVISION

(CRIP Operating)

AND

Burlington-Rock Island Railroad Company



TIME TABLE

No. 9

Effective 12:01 A.M.

NEW CENTRAL STANDARD TIME

SUNDAY, JUNE 3, 1945

Destroy All Time Tables of Previous Date

This Time Table is for the exclusive use and
 Guidance of Employees.

CRIP — JOINT TEXAS DIVISION—BETWEEN TEAGUE AND DALLAS—FWDC

SOUTHWARD					SUBDIVISION 1		NORTHWARD								
Second Class	FIRST CLASS				Signs	Capacity Station	Mile Post	STATIONS	Distance from Fort Worth	Station Numbers	FIRST CLASS		Second Class		
75	93	3	1	507							4	2	508	76	98
							STATIONS	TIME TABLE No. 9							
							June 3, 1945								
Daily	Daily	Daily	Daily	Daily			LEAVE								
P.M. 6:15	A.M. 5:15	P.M. 4:00	A.M. 3:00				Ft. Worth Passenger Station	0.0	439						
6:00	4:00						FWDC Yard Ft. Worth	2.3	441						
							CRIP Yard Ft. Worth	35.5	104	P.M. 4:55			9:00	8:00	
7:15	6:00						DALLAS	38.1	474				8:15	6:00	
							CADIZ ST. JCT.	65.8		12:25	4:10	8:20	5:10	4:30	
9:05	7:20	6:37	11:00	9:37			WAXAHACHIE	68.4	503	12:22	4:05	8:18	5:05	4:05	
9:10	7:45	6:39	11:05	9:39			TWO CROSSING	68.9							
							REGAR SPRINGS	78.5	509	12:13	3:50	8:10	4:52	3:05	
9:21	8:00	5:45	11:14	9:45			WARDWELL	78.7	615	12:08	3:42	8:05	4:43	2:50	
9:30	8:12	5:51	11:23	9:51			ONION CREEK	89.9	620	12:04	3:38	8:00	4:35	2:35	
9:38	8:22	5:55	11:30	9:55			EMHOUSE	89.1	626	11:59	3:26	7:58	4:28	2:22	
9:46	8:34	6:00	11:38	10:00			CORSICANA	97.5	634	11:51	3:15	7:48	4:15	2:00	
10:00	8:55	6:10	11:51	10:10			SLSW CROSSING	97.7							
							NAVABO	105.9	542	11:41	3:02	7:38	3:54	1:15	
10:13	9:14	6:18	12:05	10:13			STRETFMAN	115.0	551	11:33	2:49	7:31	3:42	1:55	
10:26	9:29	6:25	12:20	10:25			KIRVIN	122.8	559	11:27	2:35	7:25	3:31	1:31	
10:37	9:44	6:31	12:31	10:31			SIMSBORO	129.3	568	11:22	2:25	7:20	3:22	1:59	
10:46	10:01	6:36	12:40	10:36			TEAGUE	133.1	570	11:18	2:20	7:17	3:15	1:45	
11:00	10:25	6:40	12:45	10:40			LEAVE			Daily	Daily	Daily	Daily	Daily	
							SCHEDULE TIME			1:47	2:35	1:43	3:30	7:05	
3:15	4:25	1:40	2:30	1:40			Average Speed Per Hour			54.7	37.7	58.8	27.7	13.7	
3:15	22.0	68.5	39.0	58.5											

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 3 and No. 507 ARE SUPERIOR TO No. 2.

Second Class, extra trains and engines must clear the time of Nos. 3, 4, 507 and 508 not less than 15 minutes

Time shown at Fort Worth, Dallas and Cadiz St. Jct. is for INFORMATION ONLY.

Time Table Rule 14a in effect.

Local Extra leaves Teague about 11:30 a. m. Monday, Wednesday and Friday for Waxahachie.

Local Extra leaves Waxahachie about 10:00 a. m. Tuesday, Thursday and Saturday for Teague.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY
TEAGUE DIVISION—BETWEEN TEAGUE, HOUSTON AND GALVESTON

SOUTHWARD					SUBDIVISION 2		NORTHWARD								
Second Class	FIRST CLASS				Signs	Capacity Station	Mile Post	STATIONS	Distance from Teague	Station Numbers	FIRST CLASS		Second Class		
93	75	3	1	507							4	2	508	76	98
							STATIONS	TIME TABLE No. 9							
							June 3, 1945								
Daily	Daily	Daily	Daily	Daily			LEAVE								
P.M. 6:15	A.M. 5:15	P.M. 4:00	A.M. 3:00				Ft. Worth Passenger Station	0.0	208						
6:00	4:00						FREESTONE	6.2	201	11:10	2:05	7:10	1:58	8:30	
							DOHIE	11.0	196	10:59	1:58	7:06	1:47	8:15	
7:15	6:00						NEWBY	19.7	188	10:59	1:45	6:59	1:34	7:55	
9:05	7:20	6:37	11:00	9:37			CONCORD	27.7	180	10:51	1:33	6:51	1:21	7:38	
9:10	7:45	6:39	11:05	9:39			FLYNN	35.9	172	10:44	1:19	6:44	1:05	7:20	
							NORMANGEE	44.8	163	10:37	1:05	6:37	12:48	7:00	
							NORTH ZULCH	52.6	155			12:52	12:38	6:42	
9:21	8:00	5:45	11:14	9:45			ZULCH	54.6	153	10:30	1:46	6:30	12:34	6:38	
9:30	8:12	5:51	11:23	9:51			IOIA	65.0	145	10:23	1:27	6:23	12:20	6:25	
9:38	8:22	5:55	11:30	9:55			GRIMES	68.4	139	10:19	1:28	6:19	12:10	6:16	
9:46	8:34	6:00	11:38	10:00			SINGLETON	73.9	134	10:14	1:20	6:14	12:01	6:00	
10:00	8:55	6:10	11:51	10:10			SHRO	79.1	128	10:10	1:08	6:10	11:47	6:51	
							RICHARDS	85.3	123	10:05	1:15	6:05	11:37	5:38	
10:13	9:14	6:18	12:05	10:13			DACUS	92.5	115	9:59	1:14	5:59	11:25	5:26	
10:26	9:29	6:25	12:20	10:25			DOBBS	98.5	109	9:53	1:13	5:53	11:15	5:15	
10:37	9:44	6:31	12:31	10:31			GCSP CROSSING	98.0							
10:46	10:01	6:36	12:40	10:36			KAREN	107.3	100	9:45	1:21	5:45	10:59	4:58	
11:00	10:25	6:40	12:45	10:40			VENTURA	112.7	95	9:40	1:14	5:40	10:50	4:48	
							TOMBALL	119.6	88	9:35	1:05	5:35	10:40	4:30	
3:15	4:25	1:40	2:30	1:40			LOUETTA	126.1	81	9:30	1:05	5:30	10:22	4:10	
3:15	22.0	68.5	39.0	58.5			NORTH HOUSTON	133.0	75	9:25	1:04	5:25	10:12	3:47	
							ROSSLIN	139.5	68	9:20	1:04	5:20	10:02	3:35	
9:29	9:29	9:19	4:05	2:24			N. BELT JCT. TO	140.9	61	9:13	10:29	5:18	9:50	3:20	
							HOUSTON UNION STATION	152.0	56	8:00	10:11	6:00	10:59	4:58	
							NEW SO. YD. HOUSTON	168.4	49	6:00	10:00	6:00	10:50	4:48	
							GALVESTON FRT. YD.	206.61	0				12:00	4:30	
							LEAVE			Daily	Daily	Daily	Daily	Daily	
							SCHEDULE TIME			2:20	4:00	2:18	5:15	10:30	
10:7	21.8	65.6	37.3	63.3			Average Speed Per Hour			66.5	38.0	67.0	30.2	19.7	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT No. 3 and No. 507 ARE SUPERIOR TO No. 2.

Second Class, extra trains and engines must clear the time of Nos. 3, 4, 507 and 508 not less than 15 minutes.

Time shown at Galveston Frt. Yd, New So. Yd. Houston and Houston Union Station is for INFORMATION ONLY.

Time Table Rule 14a in effect.

Local Extra works between Tomball, Karen and Belt Jct., Leaving Tomball about 1:30 p.m. daily except Sunday.

Local Extra leaves Teague about 11:30 a.m. Monday, Wednesday and Friday for Tomball.

Local Extra leaves Tomball about 7:00 a.m. Tuesday, Thursday and Saturday for Teague.

BURLINGTON-ROCK ISLAND RAILROAD COMPANY

MEXIA BRANCH

SOUTHWARD				SUBDIVISION 2A STATIONS TIME TABLE No. 9 June 3, 1945				NORTHWARD			
Sign	Other Tracks	Capacity Billing	Mile Post	Distance from Tanager	Station Numbers						
YYd	150	Yard	217.92	M.....MEXIA.....TO	13.0	221					
			216.87	TNO CROSSING (Interlocked)	12.1						
	8		211.93	LIMESTONE	6.0	214					
FWT EYd	875	Yard	204.28	DX.....TEAGUE.....TO	0.0	208					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Time Table Rule 14 in effect.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	66	54.5	85	42.4	140	25.7
34	106.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.2
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Consolidated and Mikado engines handling passenger trains	Author	ized Fra	ight Tra	in speed
Passenger trains handling freight equipment	Author	ized Fra	ight Tra	in speed
Gas-electric motor cars without trailers, or Diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Through Switch Leads of Turnouts		10		10
Trains hauling dead engines, side rods up			25	15
Trains hauling dead engines, side rods down			15	15
Switch engines without engine trucks			18	18
Engines running forward light	10	MPH	Less	Than
Engines with drivers blocked up	30	30	30	30
Limit of Locomotive or Car speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears	35	35	35	35
Motor cars towed or handled in train	60	60	50	45
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:			25	20
With boom supported			15	15
With boom removed or not supported				

NOTE:

These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such cases freight train speed governs on Subdivision 2a., and on Subdivisions 1 and 2 must not exceed 40 M.P.H.

Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 1 (Except as shown below) Wasatchville between North Siding Switch and MKT Jct.	70	60	50	45
MP A271.4 to A269.7	20	20	20	20
MP A244.7 to A244.19		40		30
MP A240.15 to A240.22		30		20
MP A239.69 StLSW Crossing (between Home Signal Limits)	20	20	20	20
SUBDIVISION 2 (Except as shown below)	70	60	50	45
MP 188-11 to 188-23		45		30
MP 181-29 to 182-10		40		30
MP 180-28 to 181-2		40		30
MP 175-27 to 176-13		40		30
MP 131-20 to 131-27		45		30
MP 126-19 to 126-34		45		30
MP 111-30 to 112-5		45		30
MP 105.75 GCSF Crossing between Home Signal Limits	20	20	20	20
MP 102.34 to 103-4		40		30
MP 102-0 to 102-11		45		30
MP 92-21 to 92-34		45		30
SUBDIVISION 2a	20	20	20	20

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ZEPHYR AND ROCKET TRAINS.

Distinctive roadway signs indicate maximum speeds of Zephyr and Rocket Trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the sign is located approximately 4,000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with letter "C" and numerals thereon, located approximately 4,000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

Approaching train order signal in stop indication will sound four short blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

On Zephyr and Rocket trains at points enroute where engine or train crews are changed, a train brake test must be made as follows:

The incoming engineer will apply the brakes with at least 50 lbs. brake cylinder pressure. The outgoing trainman will note that the brakes are applied on the rear car and signal the engineer with four (4) blasts of the communicating signal and the outgoing engineer will release the brakes; the trainman will then note that the brakes release on the rear car and signal this fact to the engineer with one blast of the signal whistle.

A running test must be made, with power shut off, after a speed of 15 MPH has been attained. After the trainman has noted that the brakes apply and release he will signal the engineer with one blast of the signal whistle.

OTHER RESTRICTIONS FOR ROCKET AND ZEPHYR TRAINS AS FOLLOWS:

SUBDIVISION 1 Wasatchville, between North Siding switch and MKT Jct.	Restricted Speed
MP A239.69 StLSW Crossing between Home Signal Limits	20 MPH
SUBDIVISION 2 MP 105.75 GCSF Crossing between Home Signal Limits	20 MPH

SPEED RESTRICTIONS—Concluded

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities must not exceed speed designated for other passenger trains unless otherwise specified.

Headlight on Rocket and Zephyr trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket and Zephyr engines must be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Passenger trains consisting of Rocket or Zephyr equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 series, or FW&C steam locomotives of F-3-a, F-3-1, F-3-2 series, or CB&Q S-3, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket and Zephyr trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket and Zephyr trains.

Diesel passenger engines operating light without cars must not exceed maximum speed of 55 MPH and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket & Zephyr Diesel power units and Diesel switchers	4½ Inches
Rocket & Zephyr train cars only	7 Inches
Gas-Electric motor cars	3 Inches
Conventional passenger cars	12 Inches

When operating under own power, controller should be in Series position.

SPECIAL INSTRUCTIONS

- Waxahachie is initial station for Southward Trains Subdivision 1.
- Restricted use of register books as follows:
Belt Jct. Freight trains only.
- All trains register by form 1339 at Waxahachie.
- Freight trains register by form 1339 at Belt Jct.
- Bulletin Boards and General Order Books are located at:
Ft. Worth TP Passenger Station.
Ft. Worth FWDC Yard Office and Round House.
Ft. Worth CRIP Yard Office and Roundhouse.
Ft. Worth GCSF Yd. Office, 17th St.
Dallas Union Terminal Station.
Teague Passenger Station and Yard Office.
Houston HBT Union Station.
Houston HBT New South Yard and Roundhouse.
Galveston Yard Office.
Galveston Freight Depot.
- Conductors and Enginemen are not required to consult Bulletin Boards and General Order Books at intermediate stations on a subdivision.
- Conductors and Enginemen running over more than one division must consult Bulletin Board and General Order Book at the initial station on each division, except where they have consulted the Bulletin Board and General Order Book of such division at the initial station of run.
- Standard clocks are located at:
Waxahachie
Teague
Houston Union Station
New South Yard
Galveston

- "g" Conditional stops for revenue passengers only. Nos. 3, 4, 507, and 508 will stop on flag at Corsicana and Waxahachie to receive or discharge revenue passengers from and to Houston and beyond, or Dallas and beyond, and to receive and discharge passengers moving locally between Teague, Corsicana, and Waxahachie.

- Railroad crossings at grade are protected by interlocking signals, except as follows:

SUB-Div.	MP	Crossing	Remarks	Operated by
1	A270.37	TNO	All trains come to a stop before crossing.	

- Following rule in effect on subdivisions where so specified in footnotes of Time Table.
Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned as follows:

"C. & E. after (time) protect against Extra"
Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect according to Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN, and thereafter proceed as the way is seen or known to be clear.

- Following rule in effect on subdivisions where so specified in footnotes of schedule pages of time table.
When train order is received, eastward-northward (or westward-southward) extra trains (or eastward-northward or westward-southward extra trains) except extra (a station in rear) until the train addressed is relieved from protecting its rear against such following extra trains or extra train until the time named in the order.

- Between M-K-T Jct. (Waxahachie) and end of Double Track (Dallas), trains will be governed by rules, regulations and Time Table of M-K-T.

- Between end of Double Track and Dallas, trains will be governed by rules, regulations and Time Table of Dallas Union Terminal Company.

- Between Belt Jct., Houston Union Station, and New South Yard, Houston, trains will be governed by rules, regulations and Time Table of HBT Ry.

- Between New South Yard and Galveston, trains will be governed by rules, regulations and Time Table of GCSF Ry.

- Diagram showing location of signs, their indications, is posted on General Order Books.

- Minimum clearance of bridges, tunnels, etc., height 18 feet; width 11 feet.

- All employees are hereby notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Subdivision	MP	Kind of Structure
1	A240.57	TNO Overhead Bridge
1	A251.36	Overhead Highway Bridge
1	A270.85	TE Viaduct Overhead
1	A271.05	Overhead Highway Bridge
2	88.30	I-GN Overhead Bridge
2	131.00	Overhead Highway Bridge
2	175.00	Overhead " "
2	183.38	I-GN Overhead Bridge
2	183.42	Overhead Highway Bridge
2A	218.04	Overhead " "

SPECIAL INSTRUCTIONS—Concluded

- Industrial or spur tracks between stations are located as:

Sub-Div.	MP	Name	Station No.	Car Capacity
1	A-234	* Woolley Spur	S-540	4
2	68.37	* Fortune	71	12
2	68.56	* Carbon Spur	73	16
2	69.46	* Hudson	74	15
2	82.53	* Humble Oil Spur	86	17
2	95.00	* Mastyn	97	8
2	132.97	* Polk	136	6
2	155.30	* George	159	3
2	175.01	* Cullinan	177	6
2	183.34	* Koch	186	15
2A	214.25	* Holden	217	21

†—Spur connected at south end.
‡—Spur connected at north end.

‡—Flag stop for trains 1 and 2.

- Lights on train order signals will not be displayed when train order offices are closed.

- At interlocking stations where Train Order signal is operated by Signalman, Train Order signal will not be displayed in proceed indication for a train or engine until the route is set and interlocking signals cleared to permit its movement, when no train orders are held for delivery.

- Enginemen operating locomotives equipped with either oscillating or non-oscillating Red Headlight will be governed by the following instructions:

ON TWO OR MORE TRACKS

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman finds it necessary to stop his train due to some defect or under circumstances which might cause derailments, resulting in fouling the adjacent main track, or when necessary to provide protection when doing station work, enginemen will immediately display the Red Headlight.

Enginemen on approaching train on adjacent tracks will immediately stop and proceed only after knowing track is clear. These instructions are in effect at all times.

The operation and use of Red Headlight will not in any way relieve enginemen or trainmen from complying with Rule 102.

ON SINGLE TRACK

When head-end protection is required as provided by Rule 99, enginemen will immediately display the Red Headlight. This does not relieve forward trainmen or fireman from complying with fourth paragraph of Rule 99.

When occupying the main track meeting an opposing train, the Red Headlight will be displayed approaching and while standing on the main track awaiting the arrival of the opposing train.

TRAIN DISPATCHERS

- When heavy rains are reported train dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between and All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEMEN

- All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observation of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.

The following letters in "station" and "signs" columns indicate

- F—Fuel station.
- P—Train dispatchers telephone.
- R—Train register station.
- T—Turn table.
- W—Water station.
- Y—Wye.
- UX—Railroad crossing not protected by interlocking.
- TO—Train order station.
- YD—Station where Yard Limit signs are maintained.

TRAIN ORDER OFFICES

	Office Hours	Week Days
	From	To
SUBDIVISION 1		
Waxahachie	Continuous	
Bardwell	9:00 a.m. 1:00 p.m.	12:01 p.m. 6:00 p.m.
St.LSW Crossing-Corsicana	Continuous	
Streetman	9:00 a.m. 2:00 p.m. *11:45 a.m.	1:00 p.m. 6:00 p.m. 3:15 p.m.
Teague	Continuous	
SUBDIVISION 2		
Teague	Continuous	
Newby	8:00 a.m. 1:00 p.m. * Same	12:01 p.m. 5:00 p.m.
Normangee	9:00 a.m. 12:30 p.m. * Same	11:30 a.m. 6:00 p.m.
North Zulch	8:00 p.m. 12:30 a.m. * Same	11:30 p.m. 5:00 a.m.
Richards	9:00 a.m. 1:30 p.m. * Same	12:30 p.m. 6:00 p.m.
GCSF Crossing Dobbin	Continuous	
Tomball	Continuous	
Belt Jct	Continuous	

Trainmaster, Teague, Texas

J. M. KERWIN, Master Mechanic, Fort Worth, Texas

H. T. DEMPSEY, Road Foreman of Equipment
Fort Worth, Texas

G. T. DAVIS, Chief Dispatcher, Teague, Texas

J. L. STOVER
C. C. GEROW
G. R. MULCAHY
H. H. HUDSON

Train Dispatchers,
Teague, Texas.